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August 22, 2008 08087L01.wpd

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PHASE I TRAFFIC ASSESSMENT FOR THE 1820-1826 DE LA VINA STREET RESIDENTIAL PROJECT - CITY OF SANTA BARBARA

Associated Transportation Engineers (ATE) has prepared the following Phase I traffic assessment for the 1820-1826 De La Vina Street Residential Project, located in the City of Santa Barbara. The project is proposing to redevelop two parcels that currently contain 5 units (two duplexes and one single family house) with a 14-unit courtyard condominium complex.

PROJECT TRIP GENERATION

Trip generation forecasts for the existing and proposed land-uses were developed based on rates contained in the Institute of Transportation engineers (ITE) Trip Generation Report [1]. Table 1 presents the trip generation forecasts for the proposed project.

[1] Trip Generation, Institute of Transportation Engineers, 7th Edition, 2002.

Table 1
Project Trip Generation

Land Use	Size	Average Daily		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Proposed Uses - Condominiums	14 Units	5.86	82	0.44	6	0.52	7
Existing Uses -Single Family Dwelling - Condominiums *Subtotal*	1 Unit 4 Units	9.57 5.86	10 23 33	0.70 0.44	1 2 3	1.01 0.52	1 2 3
Total New Trips			**49**		**3**		**4**

The data presented in Table 1 shows that the project is forecast to generate 49 new daily trips,3 A.M. peak hour trips, and 4 P.M. peak hour trips.

TRAFFIC STUDY REQUIREMENTS

The City of Santa Barbara's practice of assessing project-specific and cumulative traffic impacts involves following 5 vehicle trips or more through intersections within the project study area. This practice provides a statistical certainty for determining project-generated traffic additions at critical intersections on a day-to-day basis.

Based on the data presented in Table 1 and the City's traffic study requirements, the project would not add 5 or more trips to any intersection within the Mission Street or Carrillo Street corridors. It is noted that due to the one-way configuration of De La Vina Street adjacent to the project site, an analysis of operations may be required at the Pedregosa Street/De La Vina Street and the Islay Street/De La Vina Street intersections to verify that the addition of project traffic (see attached Figure 1)would not have a significant effect on peak hour operations.

This concludes our Phase I traffic assessment for the 1820-1826 De La Vina Street Residential Project.

Associated Transportation Engineers

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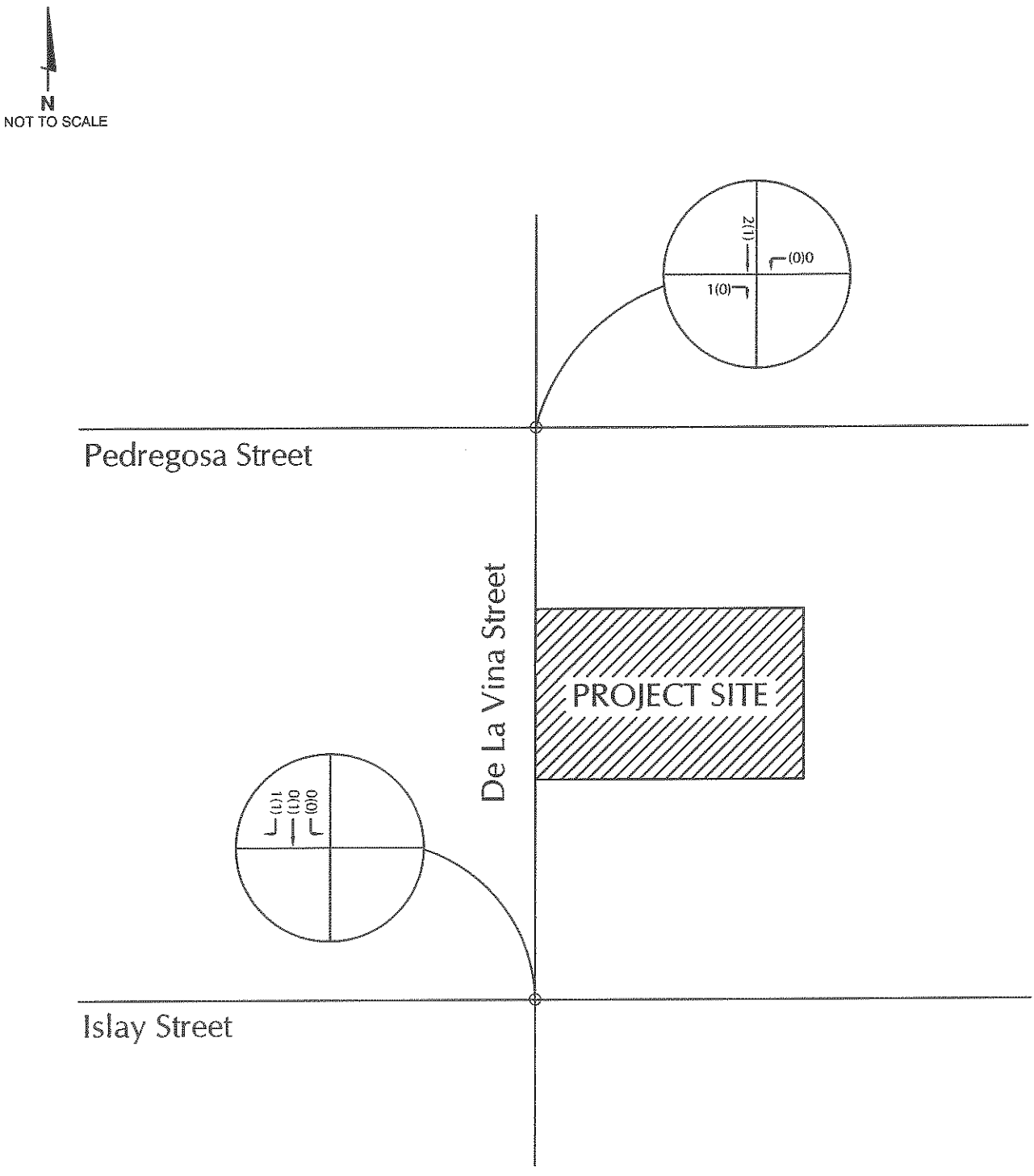
Principal Transportation Planner

SAS/MMF
attachments: Figure 1- Project Added Traffic



LEGEND

XX - (A.M.)P.M. Peak Hour Volume

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PROJECT-ADDED TRAFFIC VOLUMES

FIGURE 1

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